

(ii) the expected oil savings under the standards and requirements of this Act (and amendments made by this Act); and

(B) determine whether oil savings will meet the targets established under subsection (a).

(2) **INSUFFICIENT OIL SAVINGS.**—If the oil savings are less than the targets established under subsection (a), simultaneously with the analysis required under paragraph (1)—

(A) the Director shall publish a revised action plan that is sufficient to achieve the targets; and

(B) the head of each agency referred to in subsection (b)(1) shall propose new or revised regulations that are sufficient to achieve the targets under paragraphs (1), (2), and (3), respectively, of subsection (b).

(3) **FINAL REGULATIONS.**—Not later than 180 days after the date on which regulations are proposed under paragraph (2)(B), the head of each agency referred to in subsection (b)(1) shall promulgate final versions of those regulations that comply with subsection (b)(1).

(d) **REVIEW AND UPDATE OF ACTION PLAN.**—

(1) **REVIEW.**—Not later than January 1, 2011, and every 3 years thereafter, the Director shall submit to Congress, and publish, a report that—

(A) evaluates the progress achieved in implementing the oil savings targets established under subsection (a);

(B) analyzes the expected oil savings under the standards and requirements established under this Act and the amendments made by this Act; and

(C)(i) analyzes the potential to achieve oil savings that are in addition to the savings required by subsection (a); and

(ii) if the President determines that it is in the national interest, establishes a higher oil savings target for calendar year 2017 or any subsequent calendar year.

(2) **INSUFFICIENT OIL SAVINGS.**—If the oil savings are less than the targets established under subsection (a), simultaneously with the report required under paragraph (1)—

(A) the Director shall publish a revised action plan that is sufficient to achieve the targets; and

(B) the head of each agency referred to in subsection (b)(1) shall propose new or revised regulations that are sufficient to achieve the targets under paragraphs (1), (2), and (3), respectively, of subsection (b).

(3) **FINAL REGULATIONS.**—Not later than 180 days after the date on which regulations are proposed under paragraph (2)(B), the head of each agency referred to in subsection (b)(1) shall promulgate final versions of those regulations that comply with subsection (b)(1).

(e) **BASILINE AND ANALYSIS REQUIREMENTS.**—In performing the analyses and promulgating proposed or final regulations to establish standards and other requirements necessary to achieve the oil savings required by this section, the Secretary of Energy, the Secretary of Transportation, the Secretary of Defense, the Secretary of Agriculture, the Administrator of the Environmental Protection Agency, and the head of any other agency the President determines to be appropriate shall—

(1) determine oil savings as the projected reduction in oil consumption from the baseline established by the reference case contained in the report of the Energy Information Administration entitled “Annual Energy Outlook 2005”;;

(2) determine the oil savings projections required on an annual basis for each of calendar years 2009 through 2026; and

(3) account for any overlap among the standards and other requirements to ensure that the projected oil savings from all the promulgated standards and requirements, taken together, are as accurate as practicable.

(f) **NONREGULATORY MEASURES.**—The action plan required under subsection (a) and the revised action plans required under subsections (c) and (d) shall include—

(1) a projection of the barrels of oil displaced by efficiency and sources of energy other than oil, including biofuels, electricity, and hydrogen; and

(2) a projection of the barrels of oil saved through enactment of this Act and the Energy Policy Act of 2005 (42 U.S.C. 15801 et seq.).

Mr. LIEBERMAN. Madam President, I ask unanimous consent that I be allowed to speak for not more than 7 minutes on this amendment and then Senator SALAZAR be allowed to speak for up to 7 minutes also.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. LIEBERMAN. Madam President, this is the amendment I spoke about during morning business. I am proud to cosponsor it with Senator SALAZAR, as well as Senators BAYH, BROWNBACK, COLEMAN, FEINSTEIN, LINCOLN, CANTWELL, KERRY, DODD, COLLINS, KOHL, and REED of Rhode Island. It is a broadly bipartisan group.

This amendment would replace section 251 in the underlying bill which is the topic of our interest today. Section 251 in the bill sets forth gasoline savings targets as part of our move to help make America energy independent. We instead would put in title I of the DRIVE Act, which many of us introduced earlier this year, which sets oil savings plan requirements that are more ambitious and appropriately so.

We all know America is a nation addicted to oil and that addiction is hurting us and our people in many ways. It is saddling consumers with high gas and oil and other fuel prices. It is compromising our foreign policy. It is diminishing the quality of our environment. It is leaving our economy and our very national security subject to political instability in faraway places and to the malicious whims of foreign leaders of oil-producing nations, such as Ahmadinejad of Iran and Chavez of Venezuela. The only real and permanent solution to this problem is to substantially reduce the amount of oil consumed by our transportation sector, which consumes virtually all the oil, certainly the greater part of it, we consume as a nation.

The underlying bill before the Senate, managed by the chairman and ranking member of the Energy Committee but containing parts that came out of the Commerce Committee, the Environment and Public Works Committee I am honored to serve on, under the leadership of Senator BOXER, is a very admirable and responsive piece of legislation, a real act of leadership by this Congress, a bipartisan act of leadership. This is an institution, after the problems we had last week with the immigration bill, that desperately needs to show the American people and ourselves we can work across party lines to get things done, to solve problems that are real and present every day in the lives of our citizens. There

are few one could say that would be more true of that than the energy crisis and challenge.

The savings targets in section 251 of the underlying bill are expressed in terms of American gasoline consumption and reduction of it, not oil consumption. The problem is gasoline usage can be reduced by increasing the use of diesel, but diesel is also made from oil, and oil is the substance to which we are addicted, with all the negative consequences I have described. So reducing oil consumption, in the opinion of those of us who are sponsoring this amendment, should be the express goal of the Senate bill's transportation provisions because oil dependence is what hurts us, is what drains the budgets of America's families and businesses. It hurts our national economy. It compromises our environment and undermines the independence of our foreign policy. This amendment would make that crucial correction from goals reducing gasoline consumption in the underlying bill to goals reducing oil consumption.

The gasoline savings goal in H.R. 6 amounts to a 20-percent reduction in projected oil consumption by 2030, if we try to transfer it to oil. The oil savings requirement in this amendment would amount to a 35-percent reduction in projected oil consumption by 2030. That is significant and would go a long way toward solving the problems we have talked about. I believe there is broad bipartisan support in the Senate for these stronger targets. Indeed, the fuel economy and renewable fuels provisions already found elsewhere in H.R. 6 will themselves go a long way toward achieving the stronger targets.

The DRIVE Act, which is the earlier legislation 26 of us introduced, its title I comprises our amendment to H.R. 6. It would direct the executive branch to identify, within 9 months and then within 18 months, and to publish Federal requirements that will achieve the following real and significant goals: A consistent reduction in U.S. oil consumption by 2016, a 7-million-barrel-per-day reduction by 2026, and a 10 million barrel per-day reduction by 2031. Today we consume somewhat over 20 million barrels of oil per day. That would be significant to cut 10 million barrels off our oil consumption by 2031. The measure would also direct the Office of Management and Budget to publish an analysis identifying the oil savings projected to be achieved by each requirement to be created and demonstrating that the listed measures will, in the aggregate, achieve the overall specified oil savings. So we are setting goals, and we are asking the executive branch to come up with programs to show how existing statutory authority and regulatory authority they have can be used to achieve these goals which will make America much more energy independent or, in fact, to come back and say to us: We need more authority, some new statute to achieve these goals we have set.